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SECURITY INFORMATION

REPORT NO. 

50X1

COUNTRY USSR

SUBJECT New Railroad, Mukachevo - Ilnice  
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1. In Spring 1951, by direction of the Ukrainian Ministry of Coal Mines (Ministerstvo Ugol'nyy Promyshlennostyy), construction of a new double-track, broad (Soviet) gauge railroad line from Mukachevo 4826N-2243E to Ilnice 4821N-2306E was begun. This project was undertaken for the purpose of transporting coal from the old brown coal mines (expanded after World War II) in the vicinity of Ilnice, and from such new mines along the route to Mukachevo as the Berezinka brown coal (lignite) mines (opened in 1947), to the main railroad line at Mukachevo Enclosure A.
2. By June 1952 only the embankment from Mukachevo to Berezinka had been completed. I heard that certain other sections of the embankment had also been completed by that time. There was no target date set for completion of the line, but I would guess the job would be finished by 1954. (The rock for the roadbed was not supplied by the Andesite Stone Quarry, but by various smaller quarries in the area.)
3. This railroad was being built with funds of the Ministry of Coal Mines; the Ministry of Railroads did not want to construct the line with its own money, since at that time it had no direct interest in the line. However, as in every other case, the Ministry of Railroads was slated to assume control of the line after its completion, maintain it, and reimburse the Ministry of Coal Mines in full for the cost of construction.
4. The Ministry of Coal Mines consisted of two branches: the Mine Construction Administration (Shakhto Stroitel'stvo -- ShakhtoStroy);

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and the Mine Exploitation Administration (Shakhto-Eksploatatsiya). Actual construction work on the railroad was carried out by ShakhtoStroy, which was responsible for the construction of mines and communications to serve the mines and to permit the transportation of mines' output. I believe that the only agency of ShakhtoStroy for the Carpatho-Ukraine was located in Mukachevo and was the one which handled construction of this railroad. I heard that in 1952 this agency was supposed to move from Mukachevo to Berezinka.

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